

**Braddock Road Metrorail Station
Reconfigure Transit Facilities**

**Washington Metropolitan Area Transit Authority
(WMATA)
Environmental Evaluation**

March 2026

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1.0 Introduction

The Washington Metropolitan Area Transit Authority (WMATA or Metro) proposes changes to transit facilities at the Braddock Metrorail Station (“Metro Station”) to enable joint development and increase ridership. This action involves several modifications to Metro Station facilities and station access (“Project”). The Project Site is an approximately 3.6-acre, Metro-owned property on the east side of the Metro Station, located within the City of Alexandria, Virginia. Figure 1 on the following page shows the Project’s location.

The site includes a five-bay bus loop and a 21-space Kiss & Ride lot. There are 65 bicycle racks, 12 bicycle lockers, and a Capital Bikeshare station on-site. There is no existing Park & Ride facility.

The Project includes the following modifications, consistent with the November 2025 Metro Board authorization to conduct a Public Hearing:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

Metro’s vision for the Project Site, which includes a realigned busway, new transit plaza, and the potential for development, is compatible with the City’s Zoning and Land Use plans as outlined in the City of Alexandria Master Plan and corresponding small area plans that promote higher density and mix of uses near transit stations. Given the amount of new development in the area, Metro anticipates this area around the station will continue to grow with more mixed-use developments.

In accordance with the WMATA Compact, specifically Section 14(c)(1), the Project’s modifications require an assessment of the potential effects on the human and natural environment in terms of transportation, social, economic, and environmental factors. This Environmental Evaluation (EE) has been prepared to assess the potential effects of these transit modifications.

The plans shown in this EE are intended to be conceptual. Metro has not selected a developer, and a site plan has not been proposed. Future development proposals will be reviewed by the public through the City of Alexandria’s development review process.

2.0 Transportation Elements – Existing, Proposed, and Impacts

The Braddock Road Metrorail Station is on the western leg of Metro’s Blue and Yellow Lines between the Potomac Yards and King Street/Old Town Metrorail stations. It is an above-grade station with a center platform. The existing transit facilities are shown on Figure 2 and proposed changes on Figure 3. The following sections describe the existing conditions for each mode, the proposed changes, and anticipated impacts.

2.1 Pedestrian and Bicycle

Customers may access the station from the south side on E. Braddock Road or from the north side on N. West Street and Madison Street. Continuous designated pedestrian facilities are available in and around the station area. Sidewalks are available on both sides of all roadways adjacent to the site. The south side of the station has bike racks for short term bike parking and leasable bike lockers for long-term parking. There is one (1) Capital Bikeshare station on-site and another north of the station across the street. There is a total of 65 bike racks for 130 bikes and 12 bike lockers, all with adequate capacity for the amount of existing and projected demand.

The Project proposes no major modifications to pedestrian and bicycle access or facilities. However, there will be enhanced connections to E. Braddock Road and N. West Street via a new plaza, as well as aesthetic improvements and improved accessibility where needed. No additional racks, lockers, or bikeshare stations are proposed with this project, but these facilities may be relocated in the vicinity of the transit plaza as the project goes under design. It is noted that Metro is planning to upgrade the bicycle lockers in summer 2026. Additionally, the realignment of the busway exit on E. Braddock Road with a new traffic signal will necessitate shifting the existing crosswalk.

Metro will work with the City of Alexandria and future developer to incorporate new and upgraded bicycle and pedestrian amenities into the joint development project’s streetscapes. These will include wider sidewalks with tree boxes on the west side of N. West Street, bike lanes or bike trail on the north side of E. Braddock Road, and removal of the existing slip lane on the northwest corner of E. Braddock Road and N. West Street. Because there may be disruptions to bicycle and pedestrian access during construction, interim operations plans will maintain access to the Braddock Road Metro Station.

Figure 2. Existing Transit Facilities

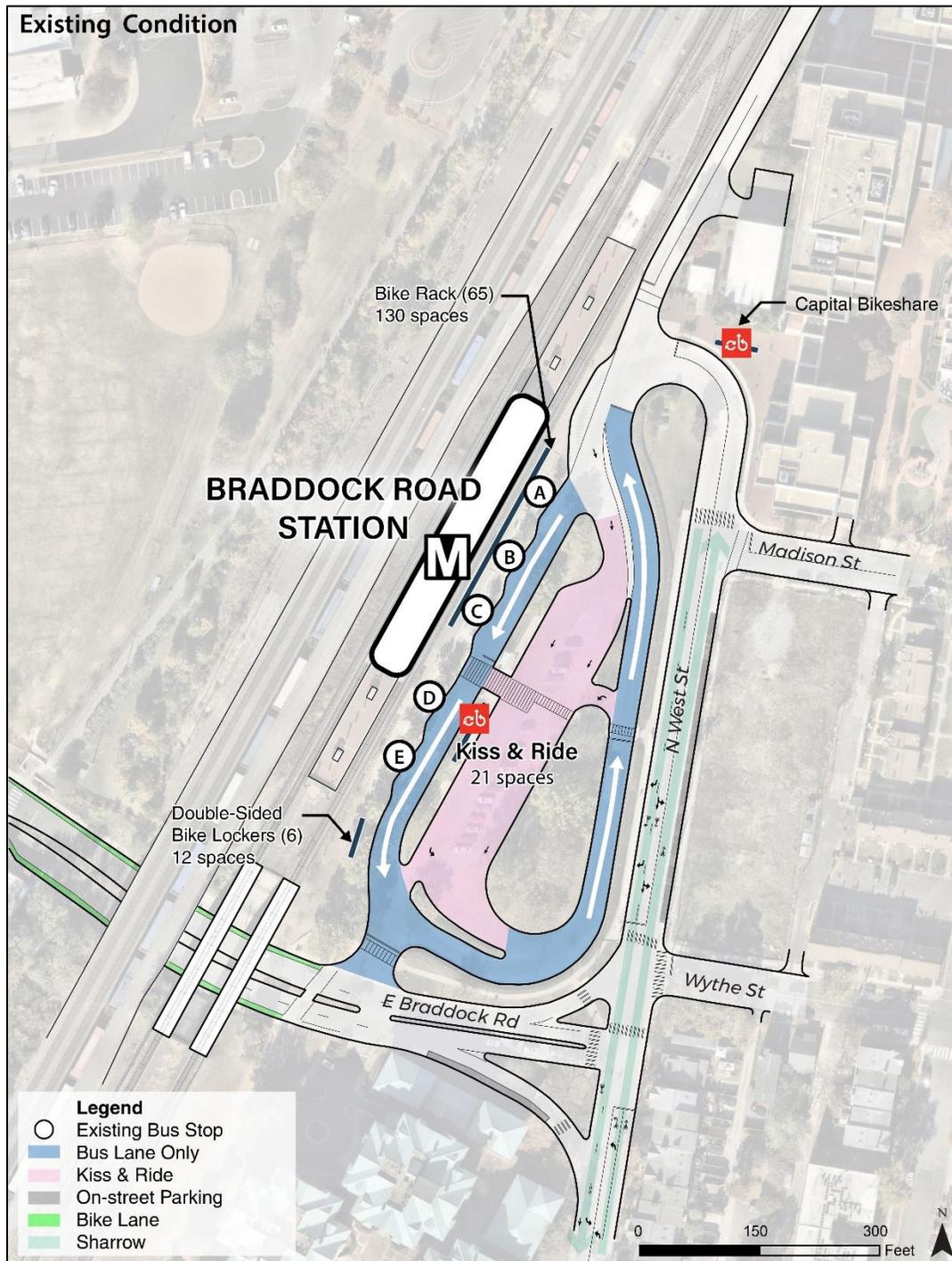
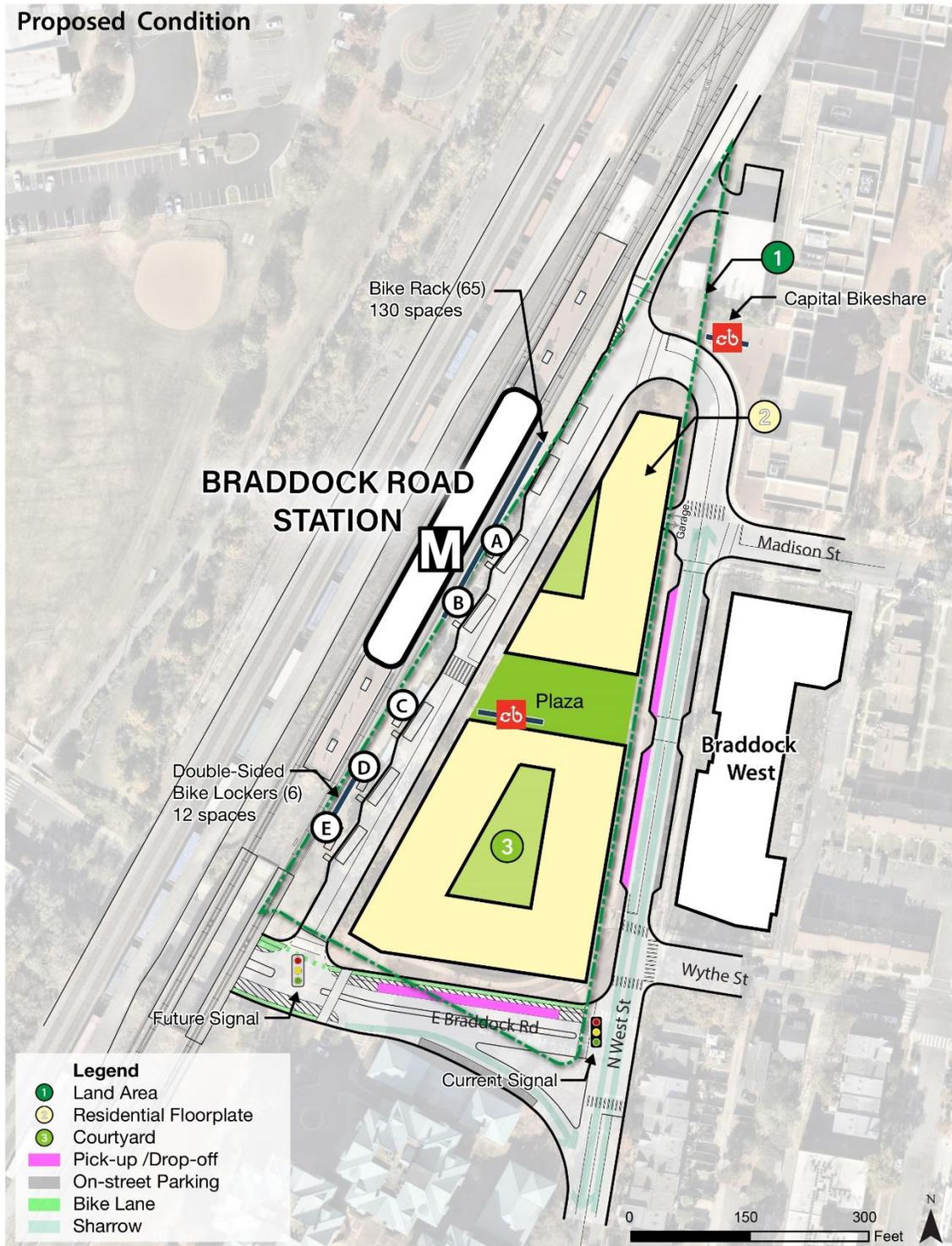


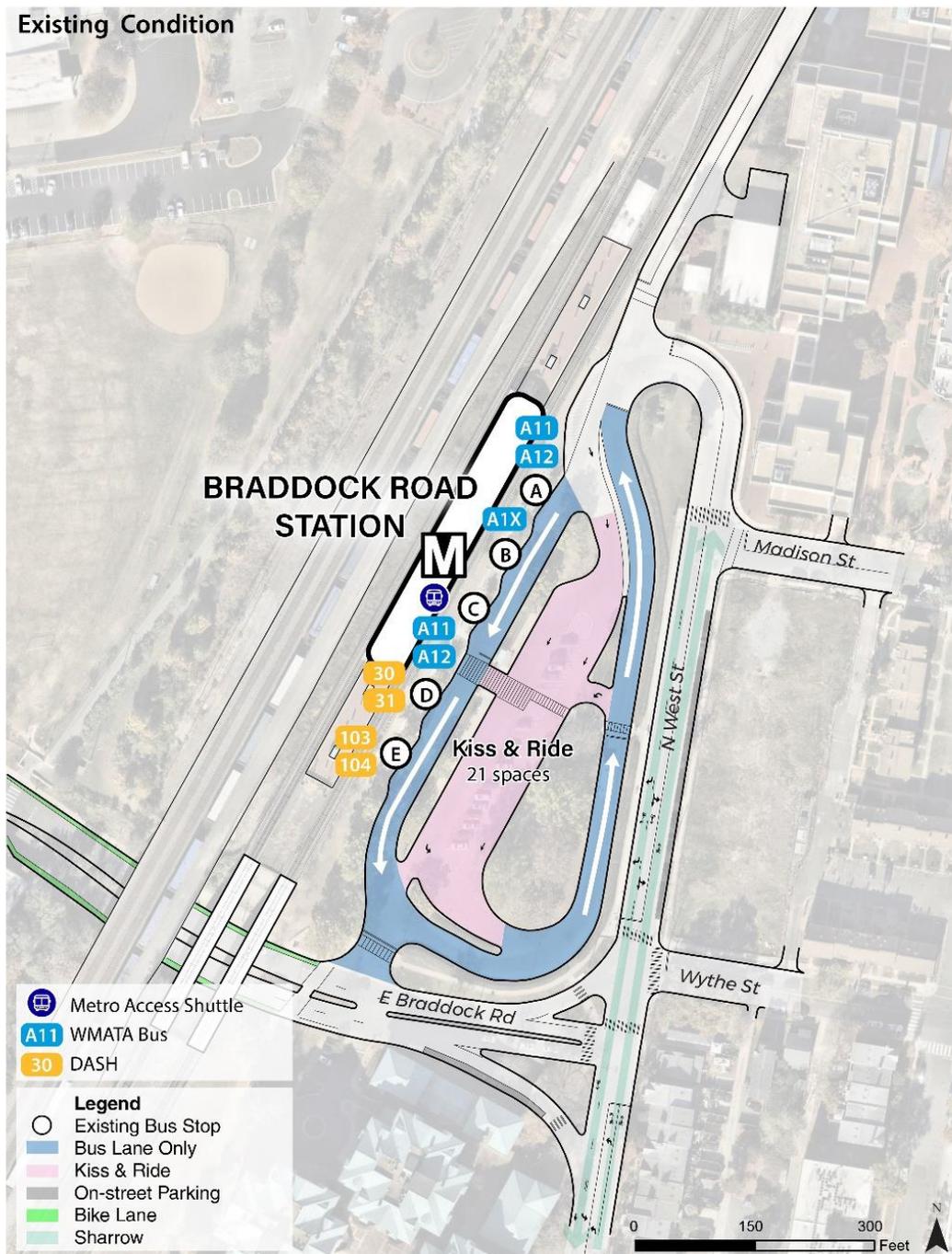
Figure 3. Proposed Condition



2.2 Bus Access and Providers

The station's existing busway has five (5) bus bays with shelters and an on-site recirculation lane, but no bus layover spaces. Figure 4 shows the bus bays, their route assignments, and the circulation of bus routes serving the station. All routes serving the station are terminating routes except for Metrobus Routes A11 and A12 (northbound and southbound).

Figure 4. Current Bus Routes, Assignments, and Circulation



As part of improvements from Metro’s Better Bus Network redesign, which launched in June 2025, there are three (3) new Metrobus routes replacing similar Metrobus routes. New Metrobus Route A11 replaces Route 10A, while new Metrobus Route A12 route replaces Route 10B. New Metrobus Route A1X replaces the Metroway (MW1) running between Braddock Road and Pentagon City. All of the new Metrobus routes match the 2024 levels of frequency and operating hours.

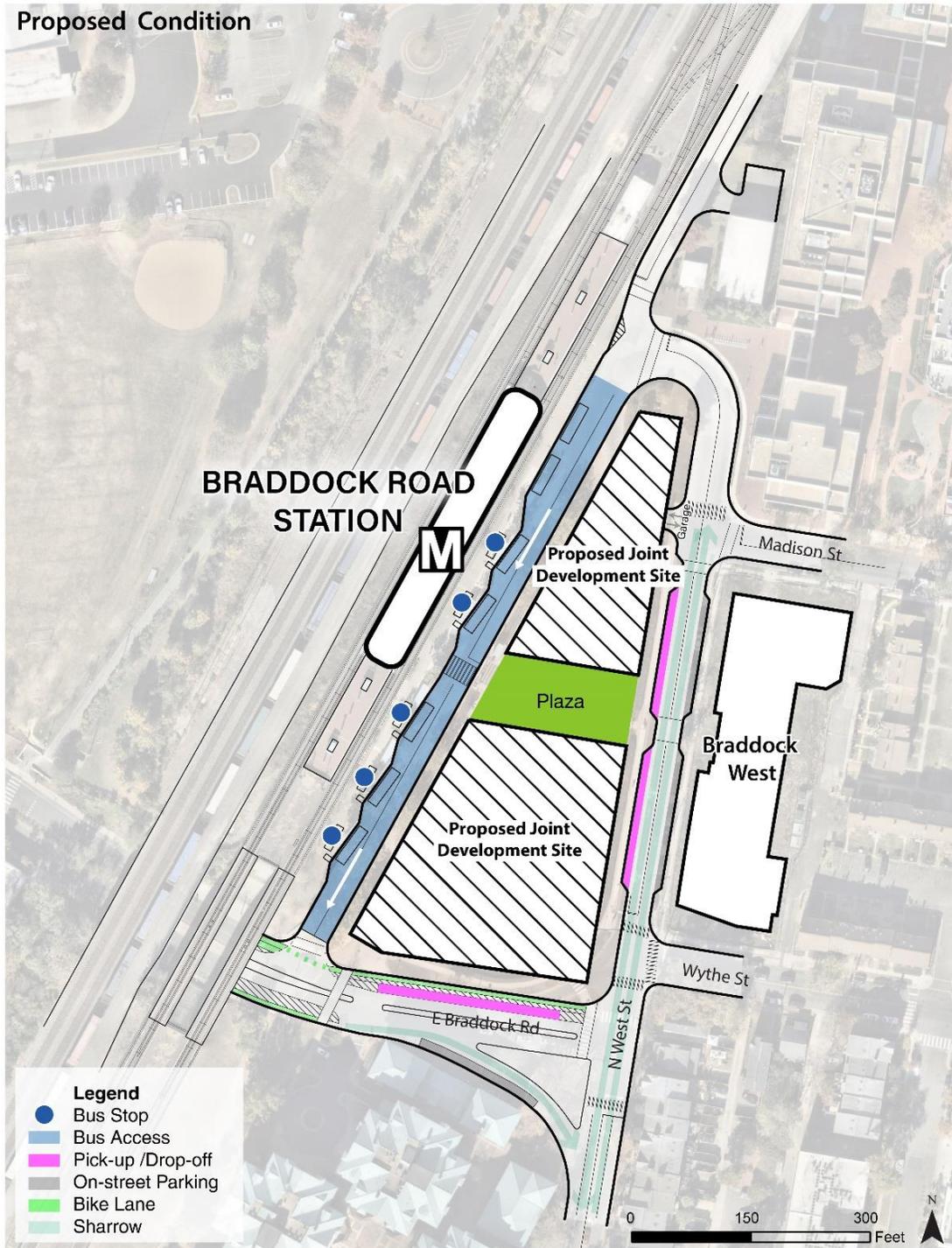
In 2021, the City of Alexandria’s bus system, DASH, launched the “New DASH Network,” including the new Old Town Circulator route which combines DASH Routes 30 and 31 trips and are coordinated so that they arrive at King Street Metro in even intervals to create 5 to 15 minutes headways.

Proposed changes with the proposed Project consist of a reconfigured bus loop that will be straightened to be more parallel to the tracks and increase the exit’s intersection spacing on E. Braddock from the traffic signal at N. West Street. There will be five (5) operational bus bays integrated into the busway and two (2) new bus layover spaces near the busway entrance. One (1) of the sawtooth bus bays and one (1) layover space will be large enough to serve longer articulated buses. The layover spaces are designed so they could become operational for standard and larger buses at a later time, if needed.

It currently takes buses approximately 30 seconds to recirculate on-site. Removal of the bus recirculation lane and rerouting of buses onto public streets will add approximately 1.5 to 3.0 minutes to bus circulation times, depending on time of day, due to the longer travel distance and delays from stopping at traffic signals. As mitigation, Metro is proposing to locate the layover spaces at to the top of the busway so that buses can perform turning movements around the block before picking up customers and wait there prior to pulling forward to the assigned bay when the route is scheduled to start. Additionally, a traffic signal is proposed at the busway exit to facilitate left-turns out for buses. The proposed layout is shown in Figure 5.

During construction, there may be some temporary disruptions to bus operations and pedestrian access to the bus bays. Therefore, interim operations plans will be developed to maintain access to the buses and the Metro Station during construction.

Figure 5. Bus Loop Modifications



2.3 Kiss & Ride

The Kiss & Ride facility is currently off-street, inside the bus loop, and has 21 existing angled short-term parking spaces, including several ADA-compliant accessible spaces. Ten of the spaces allow for 45 minutes of metered parking. The remaining spaces do not have meters and are signed with 15-minute parking restrictions. The facility shares a one-way entrance and exit with the bus loop between N. West Street at the north end and E. Braddock Road to the south. Figure 2 and 3, earlier in this document, show the existing Kiss & Ride facility and proposed pick-up/drop-off spaces, respectively.

The proposed changes consist of eliminating the current off-street Kiss & Ride lot and replacing it with on-street pick-up/drop-off spaces within the newly created parking lanes on the west side of N. West Street (8-10 spaces) and north side of E. Braddock Road (6-8 spaces). The total number of curbside pick-up/drop-off spaces along the perimeter of the site will range between 14 and 18 spaces, depending on a number of factors such as loading/parking for the future development, size of future curb extensions, design flexibility for realignment of E. Braddock Road, and other multi-modal improvements in the streetscape. This amount of proposed on-street spaces is consistent with a review of existing 2025 and projected 2040 demand for pick-up/drop-off activity.

To ensure vehicles traveling in multiple directions can access on-street pick-up/drop-off spaces with minimal need for making a mid-block U-turn, both sides of N. West Street and just the north side of E. Braddock Road are proposed to be signed for this activity. This will also allow for curbside needs on both sides of the street (e.g., Metro station, Metro joint development, and Braddock West projects) can be met. The east side of N. West Street will provide an additional 8-10 on-street curbside spaces once curb extensions and a mid-block crossing are installed.

2.4 Metrorail

The proposed transit changes will not affect station access and will not alter Metrorail service. The future joint development, which is not the subject of this EE, will result in an increase in ridership at Braddock Road Metro Station. The station has sufficient capacity to accommodate projected increases in ridership resulting from development enabled by these modifications.

For an order of magnitude, if the site is developed with a hypothetical building of 375 residential units and 20,000 SF retail uses, such a project could generate approximately 175 new daily and 52,000 new annual rail trips. Note that a developer has not been selected, nor has a specific development program been developed. The hypothetical example is based on basic assumptions about the size of developable area, height of building, and needed space for upgraded bus and pedestrian facilities.

2.5 Traffic

Modifications to the Metro station's transit facility will not cause significant impacts to traffic on the roadway network. The existing conditions indicate negligible traffic congestion on the roadways adjacent to the Braddock Metro Station. The proposed transit modifications will not inherently generate additional buses or pick-up/drop-off activity, but there will be a small amount of additional bus trips on the localized roadway network making the counterclockwise circulation movement around the site due to the elimination of the recirculation lane.

Metro is proposing to remove the existing 'slip lane' on the northwest corner of N. West Street and E. Braddock Road, as well as implement a road diet from three (3) through travel lanes to two (2) lanes (one in each direction) on N. West Street along the block adjacent to the station. These will create the new rows of curbside parking along both sides of the Metro station site. This is consistent with the previous lane reduction that eliminated a through travel lane to create the parking lane on the opposite side of N. West Street. The lane reduction and slip lane removal may result in a small increase in vehicular delay at the traffic signal. However, the impacts are expected to be minor since N. West Street is a low volume road. Additionally, the City of Alexandria is proposing to road diet E. Braddock Road from four (4) through travel lanes to two (2) lanes in order to expand bicycle and pedestrian facilities on the north side of the street to connect to nearby trails. The City will study the multi-modal impacts through their public process that is currently underway.

As a future joint development project progresses, more detailed multimodal transportation analysis will be conducted through the City of Alexandria's development review process. This analysis will inform changes to signage and traffic control at this intersection. During construction, there may be disruptions to vehicular traffic along these blocks. Therefore, maintenance-of-traffic (MOT) plans will be developed to maintain station access during construction.

3.0 Community and Environmental Elements

This section evaluates the potential environmental impacts of transit facility modifications described in Section 2.0. Metro reiterates that a developer has not been selected, and a site plan has not been proposed, so the impacts of private development are not evaluated in this EE. Once a developer is selected and has proposed a design, the development impacts will be assessed through the City of Alexandria’s development review process.

Metro’s future joint developer will construct the changes to the transit facilities in conjunction with their development. Metro expects to own and maintain the transit plaza and new busway. The curbside lanes for future pick-up/drop-off activity are located within City of Alexandria’s roadways and right-of-way and will continue to be maintained by the City.

3.1 Land Acquisitions, Displacements, and Dispositions

The future developer is anticipated to establish a ground lease with Metro for up to 99 years, which will require relocation/modification of the Metro facilities as described in Section 2.0. It will not be necessary for Metro to acquire any privately owned land to implement the transit changes discussed in this EE. However, Metro may convey a small portion of land to the city near the intersection of E. Braddock Street and N. West Street as part of closing the existing slip lane and expanding bicycle and pedestrian space.

3.2 Zoning and Land Use

As shown in Figure 6, the current zoning for the Metro parcel is Utility and Transportation (UT), which is not supportive of Transit Oriented Development (TOD). It will be necessary to rezone the Project site in order to accommodate the proposed joint development, as proposed and recommended in the 2008 Braddock Metro Neighborhood Plan. CRMU-H is a potential zone for the site that is designed to promote high-density mixed-use development near Metro Rail Stations. Metro and the future developer will coordinate with City staff on the rezoning as a site plan for the property is advanced. These will be reviewed by the public through the City’s development review process.

Figure 6. Existing Zoning Map



The Project Site is identified in the 2008 Braddock Metro Neighborhood Plan, which envisions the Braddock Road Metro Station area be developed with primarily office and retail uses. The Plan, shown below in Figure 7, identifies the need to coordinate future development and land use guidelines following the planning process for the development east of N. West Street, and after further discussion with Metro.

Figure 7. 2008 Braddock Metro Neighborhood Plan



Source: 2008 Braddock Metro Neighborhood Plan

3.3 Planning Consistency

Table identifies applicable local plans and evaluates the Project’s consistency with these plans.

Table 1. Planning Consistency

Plan	Description	Author	Date	Inconsistencies
Braddock Metro Neighborhood and Braddock East Master Plans	Small Area plans adopted and included in the City of Alexandria Master Plan (see below)	The City of Alexandria Planning Department	2008	None
City of Alexandria Master Plan	Made up of Small Area Plans covering neighborhoods throughout the city, as well as topical chapters of citywide relevancy, such as Historic Preservation, Urban Design, Transportation, and Open Space	The City of Alexandria Planning Department	2008	None
Alexandria Mobility Plan	Focused on expanding high-quality transportation choices so transportation in Alexandria continues to serve the needs of residents, businesses, and visitors as the region grows and new technology impacts the ways we get around.	The City of Alexandria Planning Department	2021	None
Alexandria Transit Vision Plan	This plan fundamentally re-imagined the city’s bus network from scratch. The plan was an unconstrained, data-driven future bus transit network that reflected the needs and priorities of city residents, workers and visitors.	The City of Alexandria Planning Department	2022	None

3.4 Neighborhood and Community Facilities

The Braddock Road Station area contains primarily residential and commercial land uses at a variety of scales. To the west of the station and tracks are mostly single-family detached residences. East of the tracks, the station area is made up of both attached town homes and multifamily mixed-use mid- and high- rise residential buildings. North of Madison Street, several development projects have occurred since 2013, including the Platform Alexandria and 1111 Belle Pre Apartments. A trail system also runs west of the tracks (and east of the tracks after E. Braddock Road), linking the area to more developments north of the station area such as Potomac Yards. Across the street on the east side of N. West Street the planned Braddock West development is anticipated to be constructed in the coming years.

There is significant residential development west and northwest of the station, with commercial and some residential to the east. Within a half-mile radius of the Project site, there are numerous schools, places of worship, and several locally and regionally significant healthcare institutions.

Figure 8 and Table 2 show community facilities within a half-mile boundary around Braddock Metro Station.

Figure 8. Neighborhood and Community Map

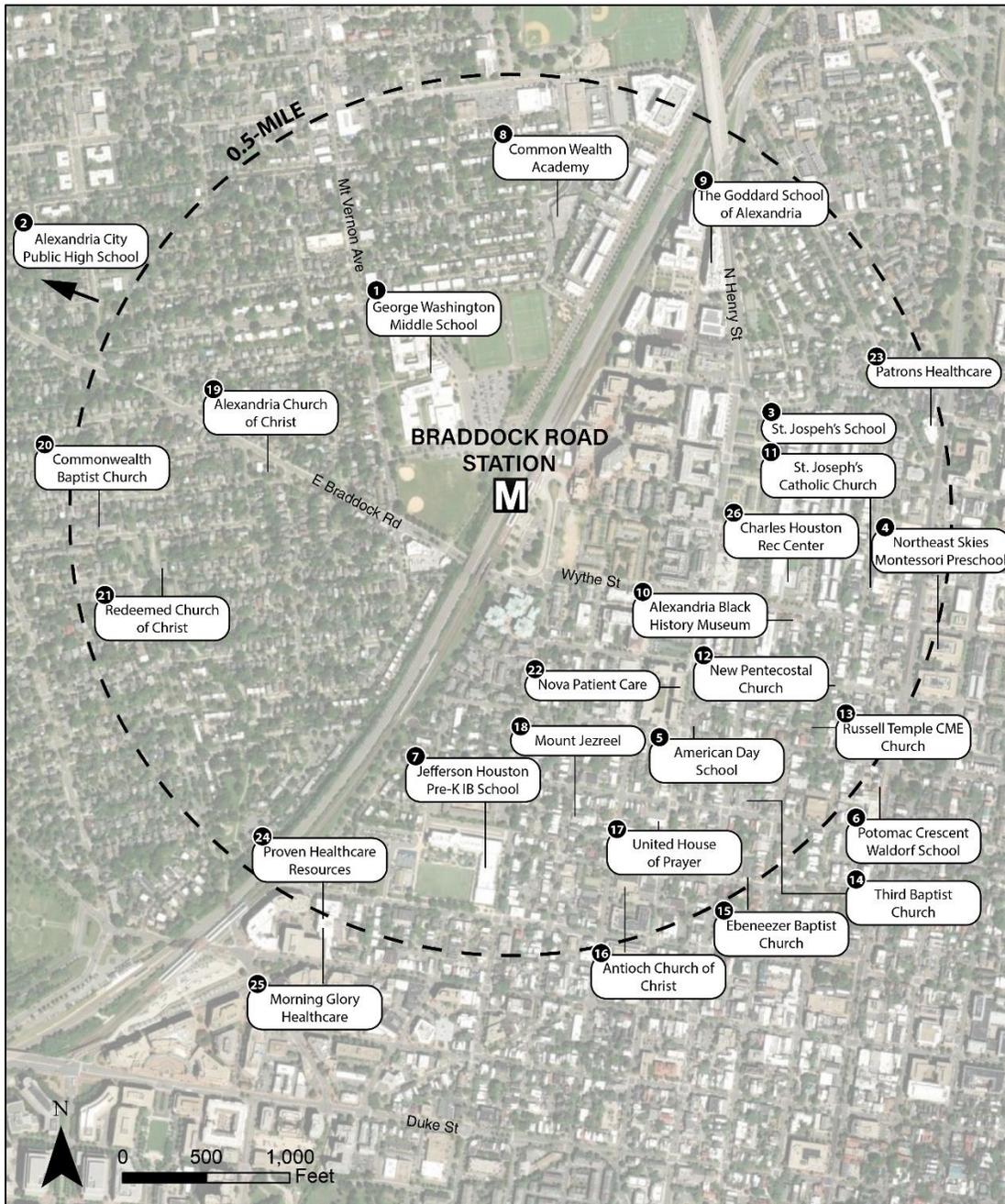


Table 2. Community Facilities within Half-Mile of Project Site

Map ID	Facility Name	Type of Community Facility	Address
1	George Washington Middle School	School	1005 Mt Vernon Ave, Alexandria, VA 22301
2	Alexandria City Public High School	School	3330 King St, Alexandria, VA 22302
3	St. Joseph's School	School	721 N Columbus St, Alexandria, VA 22314
4	Northeast Skies Montessori Preschool	School	697 N Washington St, Alexandria, VA 22314
5	American Day School	School	501 N Henry St, Alexandria, VA 22314
6	Potomac Crescent Waldorf School	School	424 N Washington St, Alexandria, VA 22314
7	Jefferson Houston Pre-K IB School	School	1501 Cameron St, Alexandria, VA 22314
8	Commonwealth Academy	School	1321 Leslie Ave, Alexandria, VA 22301
9	The Goddard School of Alexandria	Day Care Center	1245 N Fayette St, Alexandria, VA 22314
10	Alexandria Black History Museum	Museum	902 Wythe St, Alexandria, VA 22314
11	St. Joseph's Catholic Church	Place of worship	711 N Columbus St, Alexandria, VA 22314
12	New Pentecostal Church	Place of worship	801 Pendleton St, Alexandria, VA 22314
13	Russell Temple CME Church	Place of worship	507 N Alfred St, Alexandria, VA 22314
14	Third Baptist Church	Place of worship	917 Princess St, Alexandria, VA 22314
15	Ebenezer Baptist Church	Place of worship	909 Queen St, Alexandria, VA 22314
16	Antioch Church of Christ	Place of worship	1120 Queen St, Alexandria, VA 22314
17	United House of Prayer	Place of worship	324 N Henry St, Alexandria, VA 22314
18	Mount Jezreel	Place of worship	317 N Payne St, Alexandria, VA 22314
19	Alexandria Church of Christ	Place of worship	111 E Braddock Rd, Alexandria, VA 22301
20	Commonwealth Baptist Church	Place of worship	700 Commonwealth Ave, Alexandria, VA 22301
21	Redeemed Church of Christ	Place of worship	4 E Oak St, Alexandria, VA 22301
22	Nova Patient Care	Healthcare	526 N Henry St, Alexandria, VA 22314
23	Patrons Healthcare	Healthcare	950 N Washington St, Alexandria, VA 22314
24	Proven Healthcare Resources	Healthcare	1727 King St Suite 118, Alexandria, VA 22314
25	Morning Glory Healthcare	Healthcare	1727 King St 3rd floor, Alexandria, VA 22314
26	Charles Houston Rec Center	Recreation Center	901 Wythe St, Alexandria, VA 22314

3.5 Cultural Resources

The Parker-Gray Historic District is located to the south of the Project Site. No cultural resources in this district are anticipated to be impacted by the proposed transit changes at Braddock Metrorail Station.

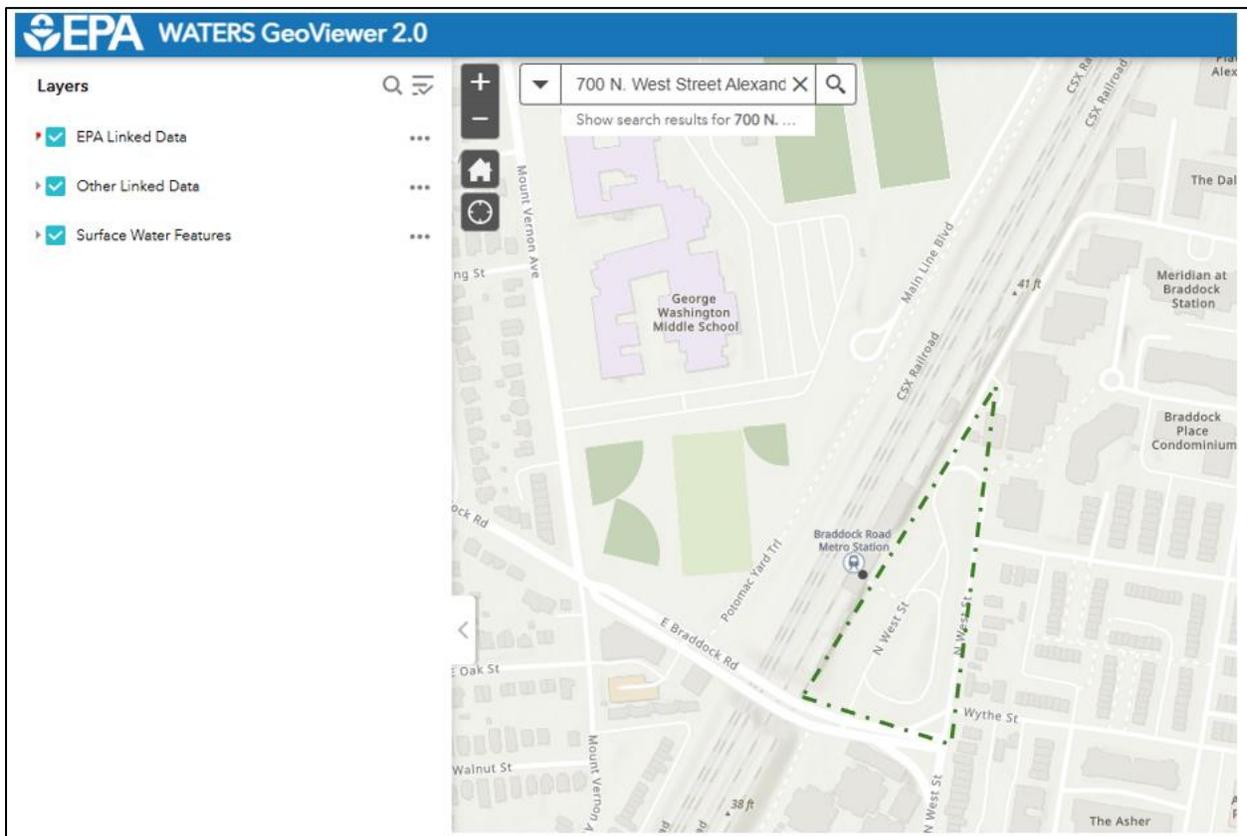
3.6 Public Parklands

No public parklands are located within a half-mile of the Project Site. Note that the ball fields immediately to the west are part of George Washington Middle School and not considered public parklands for this document.

3.7 Wetlands and Waters of the U.S.

According to the U.S. Environmental Protection Agency (EPA) and the U.S. Fish and Wildlife Service there are no identified Wetlands or Waters of the U.S. at or near the site (Figures 9 and 10). Since there are no bodies of water at or adjacent to the Project Site, Metro does not anticipate any impacts to wetlands.

Figure 9. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 11. FEMA Floodplain Mapping



Source: FEMA Flood Map Service Center

3.9 Stormwater and Drainage

The proposed modifications will not increase the overall amount of impervious surfaces at the project site. The Project is not expected to negatively impact stormwater management or drainage.

3.10 Water Quality

Metro does not anticipate the proposed modifications to transit facilities will affect water quality. The Project Site is currently a paved parking lot with an impervious surface. If there is subsequent development, storm water management facilities will be constructed in accordance with local, county, and state regulations. The developer would be solely responsible for obtaining all required permits and will request extensions of approved permits, as necessary.

No negative permanent impacts to water quality are anticipated resulting from the changes to the transit facilities because the total number of impervious areas will be reduced. During construction, there may be minor construction-related sediment or erosion risk. To minimize the impact, the project team will employ construction-operations controls.

3.11 Air Quality

The Project Site is in the City of Alexandria, Virginia, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area.

The area is currently designated as a moderate nonattainment area for 8-hour ozone (O₃) and is in moderate attainment with all other EPA National Ambient Air Quality Standards, including carbon monoxide (CO), particulate matter less than 2.5 microns (PM_{2.5}) and 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

The transit modifications are not anticipated to have any impacts on air quality. The Project will abide with Metro's clean air framework by following the goal of reducing its transportation-related carbon footprint at the Project Site. During the construction phase, air monitoring stations will be set up around the perimeter of the site to take measurements of the air, with the intent of limiting debris and dust from leaving the Project Site. To minimize such impacts, the project team will employ dust-mitigation measures including wetting soils and cleaning equipment.

3.12 Urban Forestry

Metro does not anticipate that the Project will affect any notable trees or historical conservation areas. Development in Alexandria is subject to the city's Registry of Notable Trees and identified Historic Conservation Easements.

The City of Alexandria's Urban Forestry Program maintains a registry of Notable Trees and the Alexandria Historical Restoration and Preservation Commission maintains a registry of historic easements that may include trees and forest stands. The project area does not contain any notable trees, nor is any part of the project area under a conservation easement.

Though the proposed modifications at Braddock Metro Station will impact street trees and existing trees on Metro property that appear mature. The Project will be designed in a way to preserve and install as many new trees as possible, either on-site or in the streetscapes, and a final tree plan will be developed as the design progresses.

3.13 Threatened and Endangered Species

Metro does not anticipate any impacts to federally protected species or habitat as a result of the Project. An official species list of potential threatened and endangered species from the U.S. Fish and Wildlife Service IPaC online application was reviewed for the Project Site. The Northern Long-eared Bat (Endangered Status), Tricolored Bat (Proposed Threatened), and the Monarch Butterfly (Proposed Threatened) are the only species identified in the official species list for the Project Site. No critical habitats were identified.

3.14 Utilities

Metro does not anticipate the Project to permanently affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services. Any temporary impacts to utilities will be coordinated in the design and permitting phases of the Project.

3.15 Safety and Security

Metro will be responsible for providing a police/security presence at Metro-operated facilities during operating hours. Because the agency is currently responsible for providing safety and security services at the Metro Station, no significant impact on Metro-operated facilities or operations are anticipated. The new transit plaza and busway will include additional new lighting and security cameras.

3.16 Hazardous and Contaminated Materials

In October 2022, a Phase I Environmental Site Assessment (ESA) was prepared for the site consistent with the requirements of the American Society of Testing and Materials (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I ESA Process and EPA Standards and Practices for All Appropriate Inquiries contained in CFR Part 312.

The Phase I ESA did not identify any Recognized Environmental Conditions (RECs), controlled RECs, or historical RECs. De minimis staining was observed throughout the parking lot and bus rapid transit stops and during site reconnaissance, and a trailer-mounted emergency generator with a 430-gallon diesel sub-base tank was identified in the central portion of the Study Area in front of the metro station. No leaks, spills, stressed vegetation, or staining was observed in the general vicinity of the sub-base tank.

The future developer will be solely responsible for any required permits or other documentation related to hazardous and contaminated materials. The Project will follow proper permitting processes if testing is conducted, and remediation required.

3.17 Noise and Vibration

Metro does not anticipate any impacts on existing noise-sensitive receptors. The existing local bus and rail transit operations will continue to operate as they currently do, with no increase or decrease in service anticipated. The Metrorail tracks would continue to function as they do now, and the existing bus routes would continue to serve the Metro Station.

The future developer will be responsible for quantifying and mitigating noise and vibration impacts from the private development project. The developer will also be responsible for constructing the joint development in a manner that mitigates potential noise and vibration impacts from rail, mass transit, and Station-related sources on the new residences and commercial uses.

There will be no permanent impacts resulting from the changes to the transit facilities. The Project will generate noise levels typical of construction-related processes and will abide by City of Alexandria noise ordinances. Mitigation activities could include minimizing nighttime work and utilizing noise control measures. Metro does not anticipate any unusual noise to be generated by the Project.

3.18 Secondary and Cumulative Impacts

3.18.1 Secondary Impacts

Metro does not anticipate any adverse secondary impacts as a result of the Project. However, the increase in permanent residents and workers at the Project Site from future development would result in secondary impacts. The joint development's housing and retail uses would increase the overall employee and residential population of the area and would contribute to a marginal increase in economic activity in the project vicinity, including foot traffic, pick-up/drop-off activity, and the demand for goods, services, and housing. The impacts of future development will be evaluated through the City's development review process once a developer has been selected and specific project proposed.

3.18.2 Cumulative Impacts

Metro does not anticipate any adverse cumulative impacts as a result of the changes to transit facilities, and it would contribute minimal incremental effects to natural resources, socioeconomics, and transit conditions.

3.19 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained or accommodated to ensure a high-quality customer experience. The developer will prepare and submit a maintenance of traffic (MOT) plan to Metro and the City of Alexandria for approval and will be communicated to the public. The Project will be phased to minimize the impact on Metro operations.

Construction dust and noise may be a concern to surrounding neighborhoods. The developer and contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established in the City of Alexandria's noise ordinance and Metro design criteria. Construction will be managed per Metro, local, and federal regulations. Proper planning and proactive measures will be carried out to minimize construction impacts on the surrounding environment and community.

4.0 Public Involvement

Metro will keep the public informed about the Project's modifications through public outreach. In accordance with the WMATA Compact, a public hearing will be held to provide the public with the opportunity to comment. A Notice of Public Hearing will be published in the Washington Post, as required by the WMATA Compact, and through other means. The Project's webpage will include general information, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The public hearing will address the following topics:

- Reconfiguration of the bus loop; and
- Closure of the off-street Kiss & Ride facility.

Metro staff will develop a report that summarizes comments received at the public hearing as well as staff responses. This report will be made available for public review and comment online, in hard copy at Metro headquarters, and in libraries in the Project's vicinity.

Metro will collect comments from the public via the following:

- Online at wmata.com/initiatives/plans
- Written comments mailed to: Office of the Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390
- A public hearing that allows for participation in-person or virtually via telephone or videoconference

All comments must be received by the date and time stated in the Notice of Public Hearing to be included in the public record.

Appendix A: References

IPaC information for Planning and Consultation

<https://ipac.ecosphere.fws.gov/location/ANYWN5J7JBGC3N5SG6E7J2AD2E/resources#endangered-species>

EPA WATERS GeoViewer Results

<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692>

FEMA Flood Map Service Center

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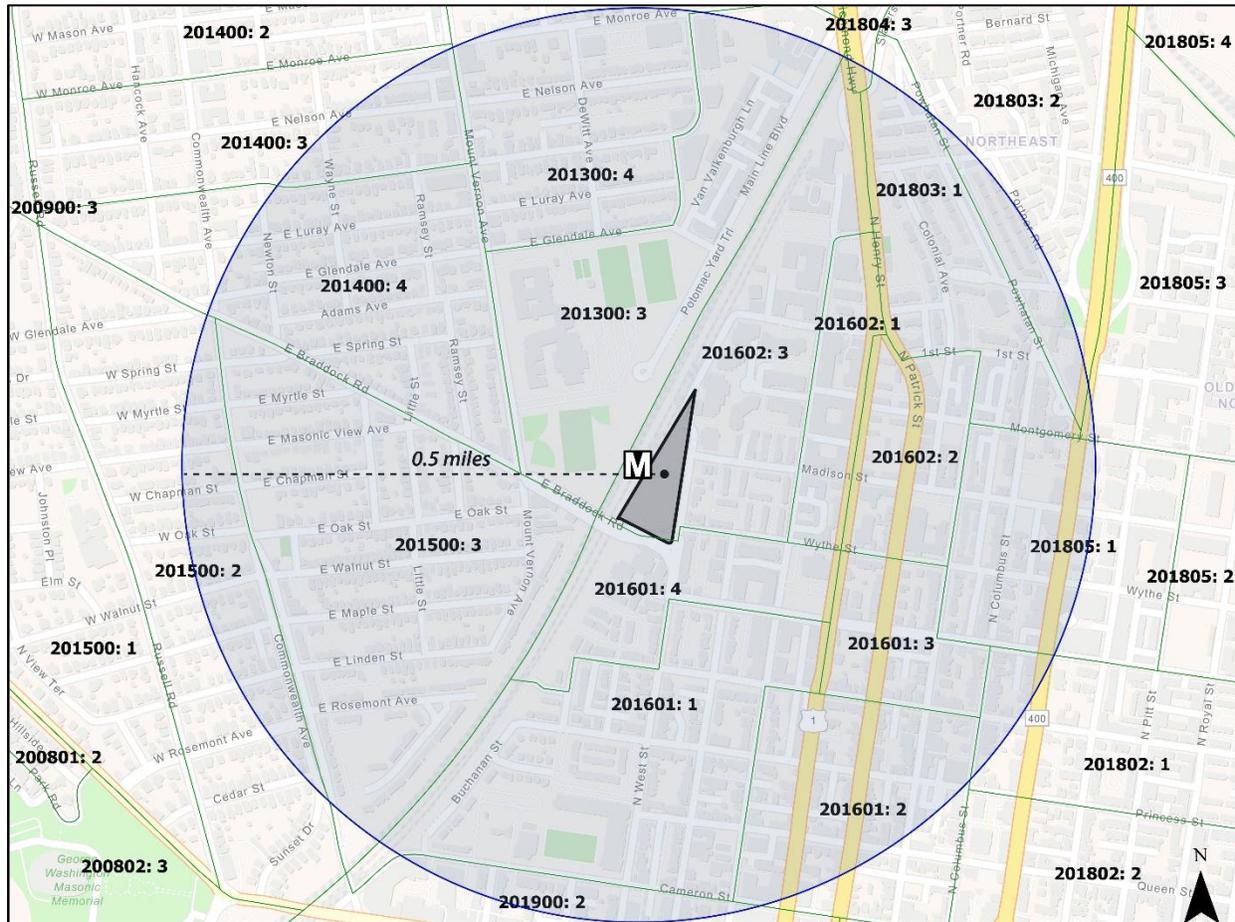
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Appendix B: Census Project Study Area Demographics

To better understand the community’s demographics, this document looks at the half-mile radius around the Project Site (Census Project Study Area). All U.S. Census block groups—and any portions of block groups—that fall within the Census Project Study Area were included. The figure below shows the study area and applicable block groups.

Census Project Study Area with Block Groups



The tables below show a breakdown of the Census Project Study Area by age and sex.

Census Project Study Area Male Population by Age

Census Tract (Block Group)	Male							Total
	Under 18	18-24	25-34	35-44	45-54	55-64	65+	
201300 (3)	88	17	83	143	43	15	11	400
201300 (4)	168	31	95	148	47	79	69	637
201400 (4)	29	56	53	40	62	50	238	518
201500 (3)	271	18	192	242	133	78	53	1,007
201601 (1)	65	0	84	86	119	26	43	427
201601 (2)	0	9	61	6	124	53	26	279
201601 (3)	4	0	56	68	47	26	0	201
201601 (4)	54	8	117	46	12	28	39	304
201602 (1)	0	8	181	211	49	57	0	506
201602 (2)	11	2	45	25	100	59	16	258
201602 (3)	113	54	140	223	152	45	29	810
201803 (1)	14	0	25	91	58	44	58	290
201900 (2)	88	60	94	69	63	56	65	492
Total	905	263	1226	1398	1009	616	647	6129
Census Area (%)	14.8	4.3	20	22.8	16.5	10	10.6	100

Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							Total
	Under 18	18-24	25-34	35-44	45-54	55-64	65+	
201300 (3)	121	6	155	265	57	20	7	476
201300 (4)	96	0	101	261	92	32	68	561
201400 (4)	65	13	24	57	101	76	53	389
201500 (3)	227	30	272	230	169	35	47	1,010
201601 (1)	157	0	88	213	27	62	133	680
201601 (2)	0	90	98	22	88	19	88	405
201601 (3)	52	0	52	74	8	26	47	212
201601 (4)	14	66	198	80	47	62	0	486
201602 (1)	25	0	231	169	60	3	19	488
201602 (2)	4	12	14	45	129	59	0	393
201602 (3)	62	58	232	170	32	136	130	736
201803 (1)	107	8	22	81	84	33	46	388
201900 (2)	57	20	145	94	86	57	132	595
Total	987	303	1632	1761	980	620	770	6819
Census Area (%)	14.5	4.4	24	26	14.4	9.1	11.3	100

Sources (both tables): U.S. Census Bureau, American Community Survey 5-Year Estimate (2023).

Population by Ancestry

Group	Project Study Area		Alexandria, VA	
	Number	Percentage of Total Population	Number	Percentage of Total Population
<i>Black/African American</i>	*	*	31,903	20.0
<i>American Indian/ Alaska Native</i>	*	*	1,004	0.6
<i>Asian</i>	*	*	11,354	7.1
<i>Native Hawaiian or Other Pacific Islander</i>	*	*	94	0.06
<i>Two or More Races</i>	*	*	17,177	10.8
<i>Other</i>	*	*	15,750	9.8
Minority Populations (Race) Total	*	*	77,282	48.5
<i>Not Hispanic or Latino</i>	*	*	78,519	49.2
<i>Hispanic or Latino</i>	*	*	29,372	18.4
<i>White Alone</i>	*	*	82,185	51.5

Source: U.S. Census Bureau, Decennial Census (2020).

Minority and Low-Income Population by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households**	Percent
201300 (3)	*	*	*	*	*	*
201300 (4)	*	*	*	*	*	*
201400 (4)	*	*	*	*	*	*
201500 (3)	*	*	*	*	*	*
201601 (1)	*	*	*	*	*	*
201601 (2)	*	*	*	*	*	*
201601 (3)	*	*	*	*	*	*
201601 (4)	*	*	*	*	*	*
201602 (1)	*	*	*	*	*	*
201602 (2)	*	*	*	*	*	*
201602 (3)	*	*	*	*	*	*
201803 (1)	*	*	*	*	*	*
201900 (2)	*	*	*	*	*	*
Alexandria, VA	159,467	77,342	48.5	77,282	5,487	7.1

Sources: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimates (2023)

*Some income and minority population data were not available at the block group level in some of the Census Project Study Area.